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The groundbreaking, momentous as it was, doesn't mean that construction is all the work that remains to be done. Just as Senator Young kept the project alive for many years by securing appropriations for its planning on a regular annual basis, so now must the money for construction be made available annually for years to come.

On the House Appropriations Committee, I am well aware of the many demands made on the U.S. Treasury at this time. Necessary funds to maintain an orderly construction pace have been obtained by stressing that the project is a sound and needed investment of taxpayers' dollars.

Let's not forget that this project will continue to need the unified and enthusiastic support of all North Dakotans.

These young people pictured with North Dakota Congressional delegation were chosen to represent our State at the National 4-H Citizenship Conference in Washington recently. They are Denise Dean, New Town; Freya Ottem, Osnabrock; Carmen Knudson, Arville; Randy Fode, Jud; and David Hoffman, Buford.

The ladies from Eastern North Dakota pictured above with North Dakota Farmers Union Secretary-Treasurer Stanley Moore, Jamestown, and myself, participated in a NDFU "Fly-in" to Washington where they did a fine job telling urban Congressmen about the difficult problems facing farm families today. The ladies are: Mrs. Marvin Bartle Enderlin, Mrs. John Simon, Oberon, Mrs. Leona Meyer, Monango, Mrs. Oscar Heffta, Jr., Adams, Mrs. Lester Larson, Brocket, and Mrs. Moore.

YOUNG PEOPLE AND DRUGS: A SERIOUS PROBLEM

Concern about the growing use of drugs by young people in this country prompted the House to take action recently. Inadequate laws dealing with such drugs as LSD and "pep pills" have made it hard for law enforcement officials and others called upon to discourage their use.

Surprisingly, persons found possessing and using LSD have not been legally guilty of breaking any law. This new legislation, passed by the House, will prohibit the possession of this type of drug unless it is obtained by a doctor's prescription.

Hopefully, we will also see strong emphasis placed on information programs to educate the public—particularly young people—about the serious dangers of drug abuse.

NEW HOUSING PROGRAM APPROVED

Congress recently approved the Housing and Urban Development Act of 1968. I supported this legislation because I believe it can be an effective start toward eliminating substandard housing and living conditions in our nation.

As an original sponsor of the National Homeownership Foundation Act, I was pleased that much of the new Act copies our plan to use the talents and energy of private enterprise to provide homeownership opportunities to families of low and moderate incomes.

This legislation also contributes to the solution of other urban problems. Low income residents in the area of a housing project will have the opportunity of employment on the project, slum areas will be revitalized, the tax base of local governments will be increased, and when individual living conditions are improved, taxeaters will become taxpayers.

North Dakota's two delegates to Boys' Nation took time out to lunch with their Congressional delegation. They are Paul Collins, son of Mr. and Mrs. Kenneth Collins, Fargo; and Thomas Monson, son of Mr. and Mrs. Robert Monson, Jamestown.

Lt. Barry Speare, son of Mr. W. G. Speare of Rugby, stopped in to see me when he was in Washington recently. He has served in Viet Nam twice—once as an enlisted man and more recently as an officer and provided me with a first-hand report of the G.I.'s view of our nation's involvement in that part of the world.

Jerry Keating, President of the National Association of Letter Carriers visited my office not long ago to discuss problems facing members of his organization.

The recent Administration decision to cut back on postal service is a "meat axe" approach to needed cuts in Federal spending. It doesn't make sense to reduce essential and direct services, while allowing wasteful, big spending schemes to go unchecked.

The same thing happened two years ago when, in response to a demand for economy by the Congress, the President tried to cut the School Lunch Program! Ridiculous research projects, payments to beatnik poets, waste and duplication in the Pentagon and the other strange activities of the Administration, however, are able to escape the President's "economy" drive.

THREAT TO THE LIBERAL CZECHS

HON. STROM THURMOND

OF SOUTH CAROLINA

IN THE SENATE OF THE UNITED STATES

Wednesday, July 31, 1968

Mr. THURMOND. Mr. President, the July 30, 1968, edition of the Washington Evening Star contains an article entitled "Threat to Czechs Mutes Liberals," written by David Lawrence.

Mr. Lawrence discusses the obvious paradox that is conspicuous with American liberals in their attitude toward Czechoslovakia. All groups, organizations, college professors and others in America who loudly proclaim the right for people to determine their own form of government are unusually silent during the current Czechoslovakian crisis.

When the United States goes to the assistance of a country which is trying to determine its own form of government such as South Vietnam, liberals denounce this as aggression. Yet they remain strangely silent as the Soviets try to deny even to the liberal Communists in Czechoslovakia the right to set up their own system of government.

I ask unanimous consent that the editorial be printed in the Extensions of Remarks.

There being no objection, the editorial was ordered to be printed in the RECORD, as follows:

THREAT TO CZECHS MUTES LIBERALS

(By David Lawrence)

Paradoxes are numerous these days, but none is more conspicuous than the absolute silence about Czechoslovakia which is being maintained by virtually all the groups, organizations, college professors, liberals and others in America who zealously expound the doctrine that people have a right to determine their own form of government.

No such silence prevailed when Rhodesia, for example, tried to solve its internal problems with respect to racial relations. In fact, the United States has joined with other members of the United Nations in imposing almost total sanctions on trade with Rhodesia.

But here is Czechoslovakia threatened by military intervention by the Soviet government if something in line with Moscow-style communism is not adopted. Yet no voices are raised anywhere in Europe or in this country even to express sympathy with the democratic elements in Czechoslovakia which are trying to modify their form of government. Meanwhile, the Soviets are making military threats and have actually mobilized troops on the border of Czechoslovakia to coerce the latter into acceptance of Moscow's dictatorial policies.

The Czech leaders are not trying to abolish communism, but seeking to modify it so that it will be more democratic. They already are permitting considerable freedom of speech, freedom of assembly, and freedom of the press. The Soviet government, however, apparently feels it has the right to dictate to the leaders in Prague what they may or may not do in domestic policies.

Members of the 11-man Communist body ruling Czechoslovakia are conferring with top Soviet leaders who have come from Moscow to a meeting on Czech territory near the Soviet border. Upon the outcome of this conference depends whether the Soviet Union will intervene militarily to force the present government to come to terms or will establish a new regime that will adhere to the kind of communism which the Soviets apply throughout the areas they control. Moscow is being supported by Poland, East Germany and Bulgaria—over which it maintains an iron hand—and to a lesser extent by Hungary, which is still occupied by Soviet troops.

The Kremlin leaders are demanding of Czech officials that they turn back toward the Soviet kind of communism—including a resumption of press censorship and the suppression of all non-Communist political activities. Even more, the Czechs are being coerced into maintaining their alliance with the Communist-bloc nations and are being warned about getting too friendly with West Germany or other non-Communist countries. The threat of Soviet military intervention is constant.

The crisis is bound to affect the future of the satellite states in Eastern Europe. Yugoslavia under Tito long ago broke away from Soviet domination, but does have friendly relations with Moscow. Rumania, too, has in recent years asserted more and more independence.

It is understandable that the American government would, for diplomatic reasons, choose to be silent. Washington has kept a hands-off policy in the Czechoslovak controversy because of a belief that nothing should be done that would give Moscow a chance to blame Western governments for what is happening in Czechoslovakia.

When the United States goes to the assistance of a country which is trying to determine its own form of government—such as South Vietnam—"liberals" denounce this as "aggression." Yet they remain silent as the Soviets seek to deny even to "liberal" Communists the right to set up their own system of government within Czechoslovakia. The mobilization of Soviet military forces is plainly a threat of aggression against Czechoslovakia, but none of the Communist parties—in France, Italy or this country—is willing to recognize it.

Certainly there is nothing to prevent private organizations and some of the articulate professors and scholars in America and Western Europe from condemning publicly in most vehement terms the Soviet intervention in the internal affairs of Czechoslovakia. But silence seems to be the rule.

STARVATION IN BIAFRA

HON. JOHN G. DOW

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 31, 1968

Mr. DOW. Mr. Speaker, the New York Times of July 30 has three articles

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on Biafra which I would like to insert in the RECORD for the attention of my colleagues.

The Biafran famine is the largest world problem of this kind since the Second World War when many refugees were starving. I am hopeful that America will not sit by and wring its hands when there is so much that must be done.

If it is true that there are 3 or 4 million persons starving inside Biafra and roughly three-quarters of a million persons starving in Nigeria, then it will take much more transport and food to help these people than has been undertaken. The article, entitled "Red Cross Flights Halted," indicates that the Red Cross "mercy flights of medical and food supplies to Biafra had been halted by technical difficulties." In reading the articles, it seems to me that the flights are still the only form of transport for the food going in. These flights land on a roadway in three different areas, but no overland shipment is being reported.

I was pleased to learn that the U.S. AID program has provided $5.3 million of emergency relief funds, some of which may be used to assist in transporting the food. I would urge that the United States work more closely with the United Nations and with the International Red Cross to get the roadway opened up for overland shipment. Unless that roadway is neutralized so food can get in to the starving peoples, all those who have it within their means to obtain an agreement between the warring factions of Nigeria and Biafra will have failed.

I would urge that this world problem be dealt with by a community of nations if the U.N. is unable to act. I understand that Great Britain has supplied a number of trucks which could be used, and that Norway has provided a team of doctors. But if 200 tons of food a day will feed roughly 600,000 persons, much more will be necessary than the few airplane loads of food flown in to Biafra so far.

BIAFRA RELIEF RUN IS A RISKY BUSINESS FOR MEN WHO FLY IT

(By Lloyd Garrison)

ABA, NIGERIA, July 26.—While relief organizations and neutral diplomats talk of a cease-fire in the war between the federal Government in Lagos and Biafra, some eight million people in the secessionist region must still rely on shuttle flights from Lisbon for food.

But the airlift—the slender lifeline that links thousands of starving Biafrans to the outside world—has to run the risk of Nigerian antiaircraft fire. And the pilots, all Americans, must land on the tiny Biafran airstrip here at night at the height of the rainy season. They are almost at the point of revolt.

The airlift has been dubbed "The Warton Follies," after its organizer, Henry A. Warton, a controversial American who was born in Germany and who has a price on his head.

Nigerian agents in Europe have offered Mr. Warton's pilots $100,000 to kidnap him. Church leaders in Geneva and Rome have hailed Mr. Warton for his "humanitarian enterprise." The State Department would like to have him in Washington so that he could answer for a variety of extra-legal adventures, including the running of guns to Biafrans.

"Sure, I'm flying both guns and butter," Mr. Warton said. "The Biafrans need both to survive."

In flying to Biafra, the pilot gets more than $1,000 a trip, a figure which can be used as a gauge of the risk.

A typical flight begins after dark at the military end of Lisbon International Airport.

Two planes await take-off—a Constellation with ammunition aboard and a large DC-7 that has just been acquired with funds raised by West German Protestants. It is loaded with 10 tons of milk.

In the lounge, two pilots sit waiting for a flight to Frankfurt, West Germany. They are quitting Mr. Warton. "Lousy maintenance," says one. Another two pilots appear. Both are airlift veterans and will fly the Constellation: "Nothing wrong with the maintenance, I can assure you," says the captain. He is cheerily drunk and his copilot is trying to sober him up with a bottle of vichy water.

What about those two crashes? the reporter asks. "Pilot error," smiles the captain. "Pure pilot error."

"The code. The code. Who's got the code?" someone asks. The pilot suddenly recalls he left a sealed envelope—with the password for landing in Biafra—in his sports jacket back at the hotel. Take-off is delayed an hour while he retrieves it.

BAD SPARK PLUGS

The Constellation is finally cleared for take-off, pauses at the end of the runway, then taxis back. "Spark plugs are shot," the captain says.

The DC-7 is on its maiden flight. Five hours out of Lisbon, it banks in for a refueling stop in Bissau, Portuguese Guinea. Just before touchdown, it hits a squall. The plane hits the runway, bounces, skids and finally straightens out. "Pray that we don't hit rain like Biafra," says Capt. Robert McAllister.

Eight hours later the DC-7 lands on São Tomé, a tiny Portuguese island off West Africa, with one hotel, one movie house, two cafes and more stray dogs than people.

The final run is at dusk the next day. Captain McAllister is not overly concerned about Nigerian antiaircraft fire, although three of the last five flights have been fired on by radar-guided 90-mm guns aboard Nigerian navy gunships off the Biafra coast.

ON A NEW ROUTE

"We're on a new route tonight," says Captain McAllister, "Detour, with plenty of elbow room." Still he orders the plane blacked out.

Two hours later, the flight ends on a narrow two-lane highway illuminated by flickering kerosene lamps. It is overcast, but not raining.

Captain McAllister exchanges the code, circles twice, then comes in low for a long approach. He has to hit square in the middle of the road. If he veers 17 feet to either side, he may skid off the road and into the trees.

The plane is so low that the wheels almost graze a church steeple a half mile from the strip. The plane hits short of the strip, careens back into the air, recovers on one wheel, then swivels drunkenly down the highway, half off, half on the runway.

Captain McAllister fights desperately for control. The right landing gear buckles. A left tire blows.

Seconds later, it is over. The plane lurches to a stop. A head pops through the cabin door and proclaims: "Welcome to Biafra."

The Constellation lumbers in an hour later from Lisbon. A perfect landing. The captain climbs out, ever cheerful, but deadly sober.

DARING AIRLIFT DIRECTOR: HENRY ARTHUR WARTON

LISBON, July 29—The man running the airlift to secessionist Biafra is an adventurer who says that his heart is very much in his work and that he hopes to profit handsomely by it.

The airlift, the only real link with the world for the secessionist former Eastern Region of Nigeria, is the project of Henry Arthur Warton, a German-born pilot who became a United States citizen and who has now become virtually a man without a country. He seems to be driven by the same desire for adventure at a profit that inspired the gentleman pirates of yore; indeed, in Lisbon, where he has his headquarters, his airlift is widely referred to as "pirates."

The flights Mr. Warton's planes manage to make to Biafra, despite the Lagos regime's best effort to stop them, are the breakaway region's lifeline for food, medical supplies, arms and journalists.

The flights have made trouble for Mr. Warton with the State Department in Washington because the United States has proclaimed a policy of neutrality in the war while supporting the principle of Nigerian unity.

Mr. Warton's United States passport has been confiscated because of his unorthodox activities. Without it he cannot work, at least officially, or travel freely.

BIG STAKE IN WAR

Lacking, in a sense, a country of his own, Mr. Warton, who is 46 years old, has staked his future on Biafra's becoming one. He firmly believes, he says, in the Biafran cause.

"The Biafrans have the right to exist, just like anybody else, and I want to help them," he says.

The Biafrans owe him about a million dollars, he says. If the region's independence is finally established, Mr. Warton hopes to be in a favored position to set up the first Biafran national airline.

Mr. Warton appears to have won the confidence of the Biafrans. "Everybody else the Biafrans have done business with has let them down, and so now they only trust Hank," a source close to the Biafran mission said.

Often seemingly inefficient in normal operations, Mr. Warton has proved to be extremely cool and efficient under fire. Airlift flights have regularly started hours late because he has forgotten the code or the papers to land in Biafra. Yet the man has a special genius for pulling out of tight situations.

When he first began to work with the Biafrans in 1966, he crashed in Cameroon with a cargo of arms. His aircraft, a DC-4, was seized and he was jailed. Several months later, however, he succeeded in escaping from jail and smuggling himself out of Cameroon on a passing French mail boat, aided by a German girl, Gitta Harder, who is now his private secretary.

Last year, Mr. Warton had a run-in with Liberian authorities when he tried to register three of his aircraft. His passport was lifted and he was jailed. After a few days, however, he talked a United States official into persuading the Liberians to let him return to a hotel under house arrest.

Within 48 hours he had slipped out of the country disguised as an airline pilot aboard a commercial plane, bound for Europe.

Mr. Warton's latest narrow escape was in Malta, six months ago. He flew into Malta in a plane loaded with 113 airplane tires, to meet an old friend who wanted, he said, to start up a tourist passenger service to Europe.

The Maltese refused to swallow the tire story, confiscated the plane and detained Mr. Warton on suspicion of smuggling narcotics. After three and a half weeks, he succeeded in leaving Malta in a fishing boat bound for Sicily, where he took a plane to Rome.

WORKED IN INTELLIGENCE

Mr. Warton became a flier after he had joined the United States Army as a volunteer

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